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January 22, 1971

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE DECEMBER 17 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's December 17 meeting:

1. To Port of San Francisco, to amend its Permit No. 18-69 (LASH terminal at India Basin) to provide for a debris dike wave suppressor instead of a floating wave suppressor.

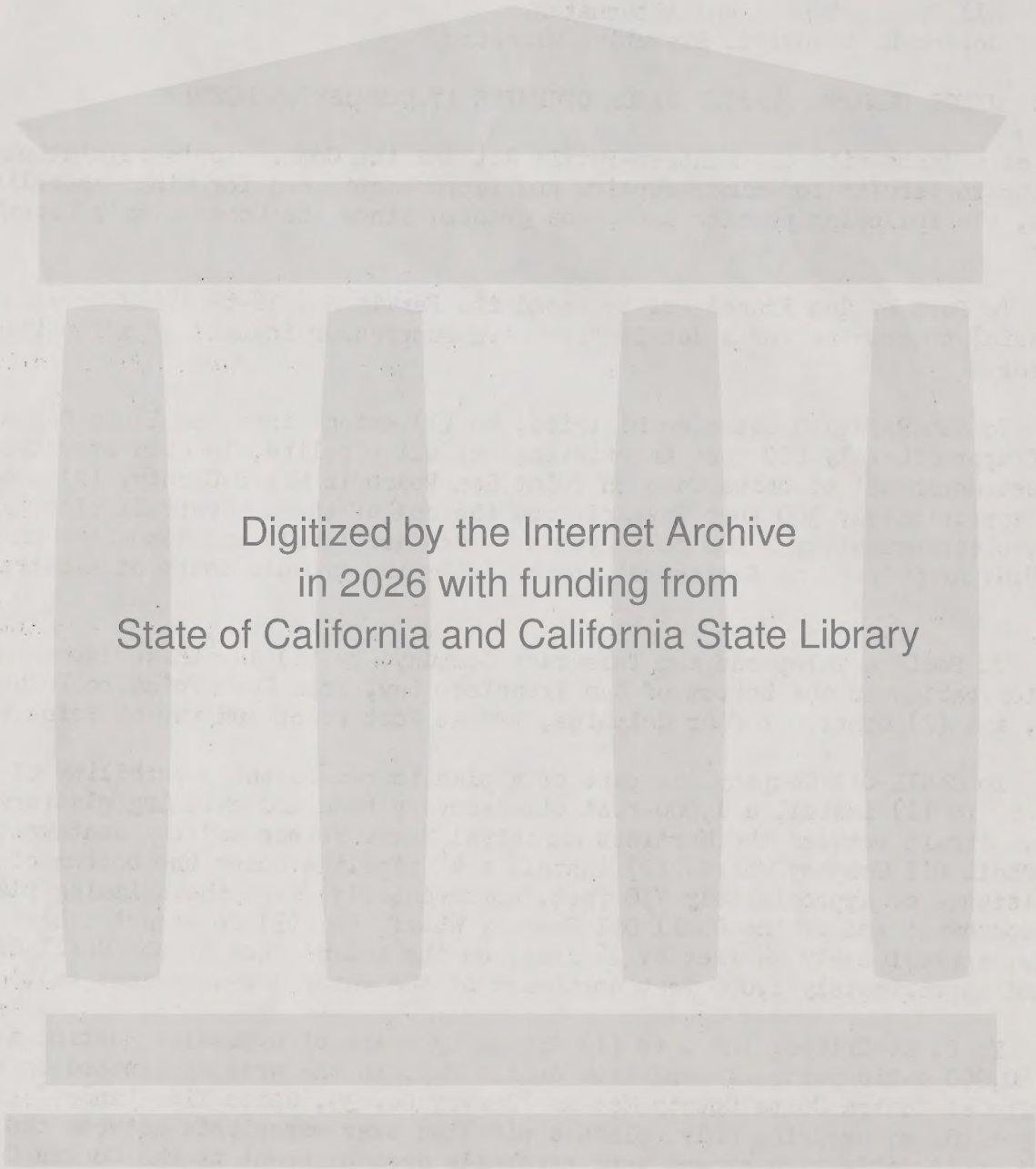
2. To San Rafael Sanitation District, to (1) extend into San Pablo Bay a distance of approximately 800 feet an existing outfall pipeline, located approximately 2,000 feet northwest of China Camp on Point San Pedro in Marin County, (2) dredge a channel approximately 300 feet Bayward from the end of the new outfall pipe, and (3) remove approximately 2,000 cubic yards of dredged spoils and deposit such spoils in the U.S. Army Corps of Engineers' approved dumping grounds south of Alcatraz Island.

3. To Pacific Telephone and Telegraph Company, to (1) lay three submarine communication cables on the bottom of San Francisco Bay, from Fort Point to Point Cavallo, and (2) construct four dolphins, two at Fort Point and two at Point Cavallo.

4. To Shell Oil Company, as part of a plan to reduce the possibility of water pollution, to (1) install a 1,000-foot oil recovery boom and skimming platform in Carquinez Strait between the Martinez Municipal Yacht Harbor and the southwest end of the Shell Oil Company Wharf, (2) install a 4" pipeline under the bottom of the Bay a distance of approximately 750 feet, northeasterly, from the skimming platform to the southwest end of the Shell Oil Company Wharf, and (3) construct a berthing facility, approximately 34 feet by 26 feet, on the inland face of the Shell Oil Wharf and approximately 1,000 feet northeast of the wharf's westernmost end.

5. To F. E. Crites, Inc., to (1) dredge by means of hydraulic suction approximately 80,000 cubic yards of sand from Suisun Bay, in the area designated on the 1965 Official Contra Costa County Map as "Survey No. 39, State Tide Lands," and (2) during periods of dredging only, place a pipeline over marshlands between the shoreline and applicant's high ground sand stockpile area adjacent to the Contra Costa County filtration plant, and 5,000 feet west of the McAvoy Boat Harbor.

6. To Union Oil Company of California, to construct (1) a concrete mooring-breasting dolphin on piles adjacent to the Union Oil Co. marine terminal at Davis Point in Carquinez Strait, (2) a catwalk from the existing wharf to the proposed concrete dolphin, and (3) a timber dolphin approximately 28 feet southwest of the proposed berthing facility.



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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
507 Polk St., San Francisco 94102 557-3686

February 22, 1971

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FEB 24 1971
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TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE JANUARY 21 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's January 21 meeting:

1. To State Division of Bay Toll Crossings, to (1) place a small amount of fill and rock slope protection partly in tidelands and partly in the 100-foot shoreline band along 600 feet of shoreline on the north side of the mole fill at the east end of the San Francisco-Oakland Bay Bridge, from Pier E-23 eastward; (2) on the south side of the Mole, fill an area of tidelands from the existing shoreline westward approximately 150 feet to create a straight shoreline from Pier E-23 south 80 feet to the existing bank; (3) remove the chain-link fence, and provide and maintain ground cover, shrubbery, and other landscaping. The project involves repairs to and installation of protective works in the minimum amount necessary to stabilize existing banks and the placing of inert, inorganic fill in the 100-foot shoreline band in such a way as to have no adverse effect upon possible future maximum feasible public access to the Bay consistent with the project.

2. To Barnhill Marina and Boatyard, to (1) dredge approximately 500 cubic yards of sand and mud from Barnhill Marina, located in Oakland Inner Harbor, in the City of Alameda just southeast of Webster Street, and (2) deposit the dredged spoils on dry land away from the site.

3. To Yuba Manufacturing Division of Yuba Industries, Inc., to (1) dredge approximately 4,200 cubic yards from the existing Yuba Waterfront Basin on Carquinez Strait in Benicia, and (2) deposit the dredged spoils on dry land owned by you adjacent to the east bank of the basin.

4. To Lockheed Missiles and Space Company, to (1) dredge approximately 19,600 cubic yards from a 600-foot by 120-foot area adjacent to the south shoreline of Redwood Creek, approximately 3,000 feet northeast of Redwood Creek's confluence with Smith Slough, and approximately 1,500 feet northwest of the Redwood City Municipal Marina, and (2) install a 600-foot long sheet pile bulkhead at the shoreline adjacent to the proposed area to be dredged.

5. To Port of Oakland, to amend their Permit No. 17-69, issued September 11, 1969, to make minor revisions in plans for the Lake Merritt Channel/Oakland Estuary park.

In addition, a Memorandum of Understanding between the Commission and the U. S. Coast Guard was signed with regard to replacement of a pile-supported dock at Coast Guard Training and Supply Center, Government Island, Alameda, with a smaller, 70-foot, pile-supported fixed access pier and four-bay floating dock.

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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
507 Polk St., San Francisco 94102 557-3686

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MAR 23 1971
UNIVERSITY OF CALIFORNIA

March 22, 1971

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE FEBRUARY 18 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's February 18 meeting:

1. To County of Alameda, to amend their Permit No. M70-48, dated September 11, 1970, to place nine timber piles in the Oakland Inner Harbor adjacent to the Park Street Bridge for the purpose of supporting a mini-park platform.

2. To James E. Ryan, to place seven pilings for the construction of a dock approximately 16' x 40' to be used as a small boat dock on Richardson Bay Company's Lot No. 37 at West Shore Drive, Belvedere.

3. To Port of Oakland, to remove approximately 14,000 square feet of decking and supporting piles along the west and south edges of the Market Street Pier.

4. To Sausalito Yacht Harbor, Inc., to replace a deteriorated bulkhead and place approximately 220 cubic yards (750 sq.ft. of surface area) behind the new bulkhead, and replace two floating piers with two pile-supported piers of approximately 525 sq. ft. upon which a boat hoist will be built.

5. To Marine Mineral Technology Center, to drill two 5-1/2 inch holes in the bottom of San Francisco Bay to a maximum depth of 250 feet through the south pier at the Marine Minerals Technology Center, Tiburon, for testing and calibrating electric logging instruments.

6. To Dr. and Mrs. E. C. Gerow, to construct a parking lot within the Commission's 100-foot shoreline band adjacent to San Leandro Creek Channel at 8389 Capwell Drive, Oakland.

7. To Todd Shipyards Corporation, to dredge approximately 25,000 cubic yards of material from the company's drydock No. 3 outer basin located at the west side of Pier 4, Oakland Inner Harbor, Alameda, and to deposit the spoils at the U. S. Army Corps of Engineers' approved dumping site off Alcatraz Island.

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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
507 Polk Street, San Francisco 94102 557-3686

March 29, 1971.

TO: All Commissioners and Alternates

FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: Minutes of the Design Review Board, February 24, 1971.

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1. Attendance

Board: Edward C. Bassett, Garrett Eckbo, Hans A. Feibusch, Allan Walter, and William Liskamm, Chairman. Staff: Alvin H. Baum and William Travis. Guests: Yoshiaki Tajima (Architect, Fleischman/Broman proposal).

2. Approval of Minutes

The minutes of the December 21, 1970 meeting were approved as presented.

3. Fleischman/Broman housing proposal (BCDC Application No. 19-69).

Mr. Tajima explained the proposal to construct 96 housing units along the shore of Strawberry Cove, Marin County, and noted that the developer had originally proposed 102 units and is willing to reduce the scheme to 90 units if public interest would be better served. Because of the highly visible location of the site (especially from the Waldo Grade, Route 101), the members stated that any proposal would have to be particularly sensitive. Mr. Feibusch said that any development at all would visually destroy the Cove. The Board agreed, with Mr. Bassett adding that the southeasternmost portion of the site is particularly vulnerable to development because it is the most visible from Route 101. Mr. Tajima disagreed, saying this section of the site is the least sensitive to development because its steep contours would allow people on Seminary Drive to look over the proposed buildings for an unobstructed view of the water. Mr. Bassett reiterated the Board's position explaining that the entire Richardson Bay shoreline, with the exception of this small area, has already been visually destroyed: to the south, the Sausalito shoreline has been extensively disturbed; on the east side of the Strawberry Peninsula, continued development is inevitable. With these two shoreline areas so intensively developed the ideal design solution is to keep the entire west side of Strawberry Peninsula in its natural condition. He added that implementing this solution would probably require the public to purchase the land.

Chairman Liskamm asked whether there was any way that BCDC could block all development of the Cove. Mr. Baum said that all BCDC could do is enforce its law, though the practical effect might be to delay or discourage development. Mr. Eckbo said that, irregardless of BCDC's legal authority, it is important that the Design Review Board go on record as opposing any development on Strawberry Cove. He added that the entire landscape has been chewed up by man's inability to "stop progress" and that there is a definite need to look at the bigger issues. He agreed with Mr. Bassett's comment that if there must be development, it should be in the already development areas nearby and not on the shores of Strawberry Cove.

(OVER)

Chairman Liskamm asked what BCDC legal requirements this proposal has to meet. Mr. Baum explained that since the proposed buildings would be entirely on existing land, the development must only include "maximum feasible public access" to the water's edge. He also explained the Strawberry Recreation District's lawsuit which is attempting to establish permanent public rights of access to much or all of the property on the grounds that this land has been used by the public for a long period of time (the doctrine of Dietz v. King/Gion v. City of Santa Cruz). He added that it hasn't been determined whether the Commission will vote on the application while the lawsuit is pending, but in any event, the developer would not be allowed to begin construction until the suit is settled even if BCDC approved the application.

Mr. Feibusch said the proposal does not meet the BCDC's public access requirements because the buildings would crowd the proposed boardwalks. Mr. Eckbo agreed, adding that the public access is visually as well as physically inadequate. He explained that the general public would have to go past and between private residences and would always be very close to the buildings which would create an uncomfortable feeling preventing the public access areas from being used. Mr. Bassett suggested the Board explore alternative schemes for some development on the property which might enable adequate public access and preservation of some open space.

The Board agreed that the most desirable option is that the County or some other public agency purchase the land so that it will remain permanently undeveloped. Short of that, the development should be redesigned so that (1) the impact of the buildings on the site as seen from afar is minimized, and (2) the public shoreline access and open space are maximized.

Mr. Bassett suggested these goals might be achieved either by clustering the housing units so that one part of the site could be left completely open, or by reducing the overall density of the development. He added that the total site is really made up of three smaller parcels -- (1) the small peninsula on the western edge of the site, (2) the flat central area, and (3) the hillside parcel to the east. He felt it would be possible to cluster all the housing units on parcels 1 and 2 so that parcel 3, which is the most visible, could be left completely open. Chairman Liskamm suggested the center parcel might be left open since development in this area would block most of the view of the Cove from Seminary Drive. Mr. Walter suggested that a single tall building could open two of the three parcels to the public. Mr. Baum said that a high rise apartment project had been proposed in the fifties for Strawberry Peninsula and, being extremely unpopular with the public, was killed; thus, he doubted that Marin County would accept such a proposal. Mr. Tajima said 17 units per acre are permitted on the site under the Marin County permit but the proposal only calls for 15 per acre.

Mr. Feibusch said that the application drawing is misleading in that the small inlet between parcels 1 and 2 owned by Mrs. Throwell is labeled "To Remain Undisturbed." Since the developer does not own this property, he has no choice but to leave it undisturbed. However, the owner of that and other surrounding water-covered properties might choose to develop them at a later time, completely destroying the public access provided by the Fleischman/Broman proposal. Mr. Eckbo added that development of Trowell, Belloc, and Clipper Yacht Company lands could completely block off the Fleischman/Broman development from the water. He asked if such development would be possible. Mr. Baum answered that Marin County had already approved a housing proposal for the Clipper Yacht Company land but that under the San Francisco Bay Plan, BCDC could not approve any fill for housing. He said BCDC could approve a marina which, theoretically, might include a building right in front of one of the Fleischman/Broman buildings, but it was doubtful that the county would approve a marina on this site.

In summation, the Board arrived at the following conclusions:

A. The public's interest would best be served by leaving this area on Strawberry Cove permanently open.

B. If the land must be developed, a design solution should be generated which would cluster all the housing units (with a lower overall density) on two of the three parcels so that one parcel could remain completely open.

C. The relatively steep parcel to the southeast is the most desirable one to keep open, but the flat central area would also be acceptable as the second choice.

D. In any event, any proposal for the Fleischman/Broman property must be coordinated with the development plans for surrounding properties to assure that neither the public nor the residents are denied visual and physical access to the water as a result of possible future development.

4. San Francisco's Northern Waterfront

The Board developed the following statement on future development within the Northern Waterfront area. Mr. Bassett did not participate in issuing the statement because of his direct involvement with projects on the waterfront.

> Over the past few months we, of the BCDC Design Review Board, have extensively discussed the San Francisco Northern Waterfront (Bay Bridge to Aquatic Park) generally and the Ferry Port Plaza proposal specifically. From our discussions come the following recommendations:
>
> A. Design Criteria
>
> BCDC action on any application for a major development along the Northern Waterfront should be delayed until a "Statement of General Design Principles" for the area has been adopted by BCDC and the City of San Francisco. The statement should result from an intensive design study of the waterfront area and should serve as a guide against which all development proposals are evaluated. The statement should be binding but should also be subject to continuous review and possible revision. The following five recommendations deal generally with issues which should be resolved specifically in the Statement.
>
> B. Height
>
> Future development should preserve and improve views of the Bay from upland areas as well as views of the city from the Bay; this is a task that the Legislature gave to BCDC. The historical and visual dominance of the Ferry Building tower should be guaranteed by sensitive designing, by providing new open spaces around the Ferry Building, and by preventing tall buildings near the tower.
>
> The present city zoning requirements limiting the height of much of the development on the waterfront to 40 feet is commendable as an effort to retain views and develop a human scale in the area. However, any blanket height limit is an over-simplification which can have unsatisfactory design results. A mixture of building

(OVER)

scales can provide variety which the design criteria should accommodate by developing principles which insure preservation of views and create a human scale, yet allow the inter-play of buildings of differing bulks and heights (under as well as over 40 feet) with each other and with the open spaces between buildings. Special care must be given to relating the height and scale of a building to the amount of open space around it so that the building does not overwhelm the surrounding area and intimidate the human being.

C. Pier Length

The length of any pier or other projection into the Bay should be related to, and in harmony with, surrounding existing and proposed projects, and to the height, width, bulk, and general scale of the pier project itself.

D. Use

Only "water-oriented uses" (as defined in the McAteer-Petris Act and the San Francisco Bay Plan) may be built over what is now water. The shoreline area along the Northern Waterfront area should be developed primarily in such water-oriented uses; other uses may be permitted there (on existing land only) only if:

(1) they would create the economic possibility of providing new and sizable public access to the shoreline that would be provided in no other way, and

(2) occupants of the non-water-related buildings would be afforded the maximum opportunity to utilize the Bay, the water's edge, and the waterfront site through the provision of marine facilities, access to private and public waterfront parks, and large expanses of glass facing the Bay.

E. Transportation

It is presently impossible to incorporate any development Bayward of the Embarcadero into the fabric of the downtown area because of the confusing network of streets, railroad tracks, and the freeway blocking pedestrian access to the waterfront. This situation should be resolved by designing a well-articulated three-dimensional circulation system to accommodate automobiles, trucks, trains, and pedestrians within the context of the design criteria developed for the waterfront area.

F. Design Review

Because the Northern Waterfront is visible from the Bay, Telegraph Hill, the East Bay, downtown San Francisco, and the Bay Bridge, it is extremely important that all new development be related to the nearby buildings and surrounding open space. To insure that this relationship is sensitively designed, all proposals for development along the Northern Waterfront should be evaluated by a public reviewing body. Within BCDC's jurisdiction the evaluation should be made by the BCDC Design Review Board.

5. Adjournment

The next meeting of the Board will be held in April. Chairman Liskamm adjourned the meeting at 8:30 p.m.

William Travis
Secretary

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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
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April 2, 1971

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APR 20 1971

UNIVERSITY OF CALIFORNIA

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE MARCH 18 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's March 18 meeting:

1. To State Division of Highways, to reconstruct and strengthen approximately 3,700 linear feet of roadway shoulder on State Route 84 in the County of Alameda by placing approximately 1,500 cubic yards of rock fill in the adjacent salt pond.

2. To Sausalito Yacht Club, to place three piles with an attached wooden platform, approximately 10 feet by 30 feet, in San Francisco Bay at Sausalito Yacht Club near the permanent mooring of the ferryboat, "Berkeley."

3. To Miss Helen Evans, to replace approximately 35 fender piles along the edge of the Livingston Street Pier (also known as the Evans Radio Dock), 1995 Embarcadero, Oakland.

4. To Pacific Drydock and Repair Company, to replace 36 fender piles, replace 5 pile dolphins, and pour concrete jackets around 13 existing bearing piles in the Brooklyn Basin of the Oakland Estuary at 1441 Embarcadero, Oakland.

5. To Pacific Telephone and Telegraph Company, to (1) construct two retaining walls along Carquinez Strait east of Crockett, Contra Costa County, to prevent bank erosion and to anchor underwater communication cables placed under the authority of BCDC Permit No. M70-13; (2) place two submarine communication cables on the bottom of San Francisco Bay between Piers 14 and 16 in San Francisco and the western side of Yerba Buena Island, and between the eastern side of Yerba Buena Island and the western end of the East Bay Mole; (3) construct a 24'x40' addition to an existing equipment platform south of Pier 9 of the eastern (cantilevered) section of the San Francisco-Oakland Bay Bridge; and (4) construct a retaining wall on the eastern side of Yerba Buena Island and place approximately 150 square feet of fill behind the wall to protect a proposed communications equipment vault from tidal action.

6. To Bethlehem Steel Corporation, to dredge approximately 90,000 cubic yards of material from the bottom of San Francisco Bay in the Central Basin area, San Francisco, approximately 1,000 feet easterly of the foot of 18th Street, and to dispose of the dredged spoils in the Corps of Engineers' approved disposal area south of Alcatraz Island.

7. To State Division of Highways, to (1) dredge approximately 1,535 cubic yards of material from the Bay bottom and place the dredged spoils on dry land beyond the Commission's 100-foot shoreline band, and (2) place 0.2 acre of fill to stabilize and protect an existing levee along Beach Park Boulevard, between Egret and Sanderling Streets, Foster City.

(OVER)

8. To Sailboats, Inc., to (1) renovate an existing railroad station for use as a restaurant; (2) place four railroad cars for use as dining areas; (3) construct a parking lot for restaurant patrons; and (4) construct a pedestrian walkway for public access adjacent to the water's edge and between the water's edge and Embarcadero Street along the southern border of the property, all within the 100-foot shoreline band along the Oakland Estuary at 31 Embarcadero Cove, Oakland.

9. To Port of Oakland, to amend their Permit No. 17-69, issued September 11, 1969, to (a) delete the two floating docks; (b) delete the observation and fishing Pier; and (c) delete the arbor over the picnic area.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
507 Polk Street, San Francisco 94102 557 - 3686

May 7, 1971

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE APRIL 1 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's April 1 meeting:

1. To Peter Kiewit Sons' Co., to dredge approximately 13,000 cubic yards of material from the bottom of San Francisco Bay in an area adjacent to Levin Metals, Pier No. 1, Richmond, for a length of approximately 665 feet extending 200 feet beyond the end of the pier and for a width of 100 feet on the north side of the pier, in order to maintain an adequate water depth for shipping, and dispose of the dredged spoils in the Corps of Engineers' approved disposal area at Angel Island.

2. To Mr. Joseph H. Bertrand, to raise three feet in height the end 50-foot portion of his pier at 32 Old Landing Road, Tiburon, by adding building material to the top of the existing concrete pilings.

3. To St. Francis Yacht Club, to place not more than 10 pilings with an attached floating wooden platform, approximately 140 feet by 6 feet, in San Francisco Bay at the St. Francis Yacht Club, San Francisco Marina, City of San Francisco.

4. To Benicia Industries, Inc., to amend their permit No. 13-70, issued November 23, 1970, to dredge approximately 30,000 cubic yards of shoal materials and deposit the spoils in an Army Corps of Engineers approved dumping ground.

5. To Sailboats, Inc., to (1) renovate an existing railroad station for use as a restaurant; (2) place four railroad cars for use as dining areas; (3) construct a parking lot for restaurant patrons; and (4) construct a pedestrian walkway for public access adjacent to the water's edge and between the water's edge and Embarcadero Street along the southern border of the property, all within the Commission's 100-foot shoreline band along the Oakland Estuary at 31 Embarcadero Cove, Oakland, California.

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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
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June 10, 1971

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JUN 15 1971

UNIVERSITY OF CALIFORNIA

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE MAY 6 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's May 6 meeting:

1. To East Bay Municipal Utility District, to make soils exploration borings in Montezuma Slough and Spoonbill Creek, and on Chipps and Van Sickle Islands, in Solano County.

2. To Mr. and Mrs. Arthur Rude, Jr., to develop a garden; construct fences, walkways, and terraces; and provide wooden stairs from the garden down the bluff to the Bay on single-family home property at No. 6 Blanding Lane, Belvedere.

3. To Marin Municipal Water District, to place a 16-inch water pipe line within Northwestern Pacific Railroad Company's right-of-way east of Highway 101 and within the 100-foot shoreline band, at Marin City, Marin County.

4. To State Department of Fish and Game, to dredge 4,000 cubic yards of material from Montezuma Slough and, within the 100-foot shoreline band, stockpile the spoil on and repair with the spoil, the adjacent levee of Grizzly Island, Solano County.

5. To Union Oil Company of California, to drive four prestressed concrete piles and install a structural foundation for two marine loading arms and a control tower at the Union Oil Refinery in Rodeo, Contra Costa County.

6. To City of South San Francisco, to perform work within the 100-foot shoreline band at the City's Oyster Point Sanitary Landfill, to remove material from the existing south and southeast banks so as to result in a slope of 1:4.

7. To Richard Oster, to drive approximately 9 piles and construct a private home boat dock, approximately 600 square feet in area, at 47 West Shore Road, Belvedere, in Marin County.

8. To Port of Oakland, to remove two wharfs totaling approximately 18,200 square feet of decking and supporting piles at 1817 and 1841 Embarcadero, along the Brooklyn Basin of the Oakland Inner Harbor.

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SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
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July 30, 1971

1971

UNIVERSITY OF CALIFORNIA

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE JUNE 17 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's June 17 meeting:

1. To Alameda County Flood Control and Water Conservation District, to amend their Permit No. 9-71, issued May 17, 1971 (dredging of San Leandro Creek), to set August 31, 1972, as the deadline for submittal of detailed landscaping plans, and to change the date for completion of the landscaping by the applicant (the final phase of the project) from January 1, 1973, to June 30, 1973, to coincide with the U. S. Army Corps of Engineers' work program for the project.

2. To Burns Pharmaceuticals, Inc., to place material and remove other material to plant trees and other landscaping and to pave a driveway, within the Commission's 100-foot shoreline band jurisdiction adjacent to Elmhurst Creek Channel at 7711 Oakport St., Oakland.

3. To Port of Oakland, to dredge approximately 2,000 cubic yards at the Matson container terminal at Seventh St. in Oakland, and dump the spoils at the U. S. Army Corps of Engineers-approved dumping grounds off Alcatraz.

4. To Schnitzer Steel Products of California, Inc., to dredge approximately 5,000 cubic yards of material from an area in the Oakland Estuary between the U.S. Pierhead Line and the U.S. Government channel in front of the 4th, 5th, 6th, and 7th Street wharves and to deposit the dredged material at the U. S. Army Corps of Engineers-approved dumping grounds near Alcatraz.

5. To Standard Oil Company of California, to repair and/or replace approximately 35 fender piles and approximately 200 supporting piles at the Long Wharf of the Standard Oil Company's refinery in the City of Richmond.

6. To Union Oil Company of California, to amend their Permit No. M71-31, dated May 14, 1971, to add language underlined: to drive four prestressed concrete piles, install a structural foundation, <u>install two loading arms</u> and <u>construct a control tower on the dock</u> at the Union Oil Refinery in Rodeo, Contra Costa County.

7. To Pacific Telephone and Telegraph Company, to construct two utility buildings to house communications equipment within the 100-foot shoreline band, one at Fort Point in the Presidio of San Francisco and one at Point Cavallo in Fort Baker, Marin County; the buildings to be substantially underground and hidden from view.

8. To Harbor Carriers, Inc., to place 22 piles, forming three dolphins, in San Francisco Bay to secure a steel mooring float, and to moor the float with companion walkway and ramp at Pier 43 South, San Francisco.

9. To City of Tiburon, to place material, undertake excavation, and pave a pathway 8 feet wide for a distance of approximately 5,000 feet for a public pedestrian and bicycle trail within the 100-foot shoreline band adjacent to Richardson Bay on the Tiburon Peninsula in Marin County.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
30 Van Ness Ave., San Francisco 94102 557-3686

August 27, 1971

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE JULY 15 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's July 15 meeting:

1. To Port of Oakland, to build public access and recreation area at the Oakland Estuary and Lake Merritt Channel as approved by the Commission in Permit No. 17-69 on September 4, 1969, and thus to rescind the previous "minor" permits that authorized deletion of certain park features because money was not available for them (it now appears that funds are available for construction of the project essentially as initially approved by the Commission).

2. To Marin Municipal Water District, to amend their permit No. M71-28 (S) to place approximately 1830 feet of 16-inch diameter water pipe line within Northwestern Pacific Railroad Company's right-of-way and approximately 600 feet of 16-inch diameter water pipe line adjacent to Richardson Bay, all within the 100-foot shoreline band, at Marin City, County of Marin.

3. To Marin County Flood Control and Water Conservation District, to place a culvert and a 54-inch diameter stormwater bypass pipe under East Blithedale Avenue in Mill Valley, Marin County, at its intersection with the Northwestern Pacific Railroad tracks within the Commission's 100-foot shoreline band jurisdiction and to dredge approximately 1000 cubic yards of material from the adjacent marsh at the eastern mouth of the pipe.

4. To Securities of America, Orinda, to build a temporary causeway in the channel of Richardson Bay between the Mill Valley City Yacht Harbor and the Northwestern Pacific Railroad; all necessary steps are to be taken to protect the marshland upstream from the roadway, including installation of at least three 24-inch diameter culvert pipes under the roadway to permit passage of tidal water at all stages of the tide; and the causeway is to be removed, and the marshland restored to its previous condition, no later than September 1, 1971.

5. To Golden Gate Bridge, Highway and Transportation District, to dredge approximately 2500 cubic yards of material from the Bay at the San Francisco Ferry Landing immediately northeast of the San Francisco Ferry Building.

6. To State Division of Bay Toll Crossings, to repair and replace damaged portions of an existing fender at Pier 8 of the Benicia-Martinez Bridge.

7. To Sanitary District No. 5 of Marin County, to place a 500-foot long, 6-inch diameter wastewater outfall pipe extending from the treatment plant at 3700 Paradise Cove Drive into San Francisco Bay at Paradise Cove in Marin County.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
30 Van Ness Avenue, San Francisco 94102 557-3686

September 21, 1971

INSTITUTE OF GO

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE AUGUST 19 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's August 19 meeting:

1. To County of Marin, Department of Parks and Recreation, to place 3,500 cubic yards of material, pave a pathway 10 feet wide for a distance of approximately 900 feet for a public pedestrian and bicycle trail, pave portions of two automobile parking lots totaling 3,000 square feet, and plant landscaping, all within the 100-foot shoreline band adjacent to San Pablo Bay at McNear's Beach Park near Point San Pedro in Marin County.

2. To City of Pinole, to (1) construct additions and improvements to the existing sewage treatment plant, (2) extract and replace up to 25,000 cubic yards of material, (3) construct a pathway 6 feet wide for a distance of 440 feet for a public pedestrian and bicycle trail, and (4) plant landscaping, all within the 100-foot shoreline band adjacent to San Pablo Bay at its confluence with Pinole Creek in Pinole.

3. To County of San Mateo, to construct a public restroom, miscellaneous fencing, electrical service wiring, and utilities including water service, sanitary sewers, and sewage pumps, upon San Mateo County Fishing Pier (old San Mateo-Hayward Bridge) at Foster City, San Mateo County.

4. To Miss Mallorie Schwartz, to build a single-family home within the 100-foot shoreline band adjacent to the shoreline of Carquinez Strait on her property at 1294 West K Street, Benicia.

5. To San Francisco Airports Commission, to repair approximately 19 piles and repair and/or replace the approach light structure extending from Runway 19L into San Francisco Bay at San Francisco International Airport.

6. To Stauffer Chemical Company, to construct a temporary levee approximately 450 feet long requiring approximately 1/3 of an acre of Bay fill along the south shoreline of the Carquinez Strait just east of the Benicia-Martinez highway bridge in Contra Costa County. This permit was issued because of an emergency requiring immediate attention in that high tides of the Bay come in contact with a pile of iron pyrite ore resulting in pollution of the Bay waters, a situation that poses an immediate danger to life and health. The levee is temporary and the marshland will be restored pursuant to conditions of the permit.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION
30 Van Ness Ave., San Francisco 94102 557-3686

November 1, 1971

TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE OCTOBER 7 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's October 7 meeting:

1. To Schnitzer Steel Products of California, Inc., to drive 8 steel pilings and relocate a permanent crane and conveyor on existing platform at the end of the company's Sixth Street Wharf on the Inner Harbor in Oakland.

2. To Sausalito Yacht Harbor, to dredge 75,000 cubic yards from the existing Sausalito Yacht Harbor and access to that harbor from the existing U. S. Army Corps of Engineers dredged channel and dispose the dredged spoils in a U. S. Army Corps of Engineers approved dumping ground, off Alcatraz Island.

3. To the City of Vallejo, to develop a promenade (by removing an existing blacktop walkway and constructing new walkways, arbors, benches, sculpture, and landscaping) at the Vallejo Marina, within the 100-foot shoreline band.

4. To Vallejo Sanitation and Flood Control District, to dredge approximately 5,000 cubic yards of material from the White Slough Drainage Channel in the Napa River and dispose of the dredged spoils on an upland location not subject to tidal action.

5. To Napa River Levee Repair Project, to dredge approximately 6,000 cubic yards of material from the Napa River and use this material to repair a flood control levee extending from White Slough approximately 5,000 feet northerly along the east side of the Napa River, Solano County.

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December 13, 1971

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TO: All Commissioners and Alternates
FROM: Joseph E. Bodovitz, Executive Director

SUBJECT: MINOR PERMITS GRANTED SINCE NOVEMBER 4 COMMISSION MEETING

In accordance with the McAteer-Petris Act and the Commission's Regulations pertaining to permits for minor repairs and improvements and for minor shoreline projects, the following permits have been granted since the Commission's November 4 meeting:

1. To Michael Taylor, 9 - 25th Avenue North, San Francisco, to drive 22 timber piles, construct a 7'x 60' retaining crib, and backfill with rock and sand at the bayward side of his property at 9 - 25th Ave. North in San Francisco, to protect the property from landslide.

2. To Zunnino Ranch & American Canyon Sanitary Landfill Company, to dredge approximately 4,000 cubic yards of mud from the Napa River and place the spoil material on 2,000 lineal feet of the adjacent east levee, at a site approximately four miles north of the Sears Point Bridge in Napa County. The permit contains a condition that there be no damage from the project to the adjacent marshlands.

3. To the State Division of Highways, District 4, to (1) dredge approximately 3,300 cubic yards of material from the Bay bottom and place the dredged spoils on dry land beyond the Commission's 100-foot shoreline band, and (2) place approximately 0.23 acre of fill to stabilize and protect an existing levee along Beach Park Boulevard, between Egret and Sanderling Streets, Foster City.

4. To Mr. Thomas G. Taussig, to construct an accessory building within the 100-foot shoreline band at 869 Ocean Avenue, Richmond.

5. To KDIA Radio, c/o CSB Construction, Inc., to construct a 1,300-square foot addition to an existing radio station and to plant landscaping within the 100-foot shoreline band on the north side of the San Francisco-Oakland Bay Bridge toll plaza. Except for the area around the transmission towers, which is now fenced off for reasons of safety, the entire shoreline within KDIA's leasehold is to be cleaned up and landscaped as a part of the construction authorized by this permit, and is thereafter to be maintained so as to permit public access to the shoreline for fishing, etc., with no fencing or any other obstruction that would interfere with public access.

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Commission meeting.

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